

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 2:36 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 095 Const Calendar Day: 22 Date: 26-Jun-2012 Tuesday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 07:00 pm Break: 00:30 Over Time: 03:30

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 50 - 60 4PM 60 - 70**Precipitation** None**Condition** ClearWorking Day ☒ If no, explain:**Diary:**

Dispute

PaintApplication of Pegalink & Noxyde (the 1st Intermediate Coat) on the Phase III Sockets at the North Spans ☐

Conditions at 7:10

AmbientR.H.%Dew PointWet BulbSteel T.

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With the blue sunny skies and improving conditions, the application of the PEGALINK primer began at 8:00 at the 5 panel points that did not receive it yesterday due to the galvanize repair. This work began at PP 76 and moved West to PP 64 and concluded at PP80 by the morning break. The application of the Noxyde coat was underway concurrently and by 10:00 AM break, sockets at PPs 56, 60, 84, 88, 92, and 96 were completed.

At about 9:00, during the paint applications Andy Castaldi was at the site and asked me to go up with him to the Tower Saddle so he can take a closer look at the paint damage on the divider plates, tie rod holes...I had informed him about yesterday. Tony, CCC's superintendent accompanied us to the saddle as well. He agreed that the damage to the divider plates is extensive and widespread as the galvanizing has chipped off and rust has settled instead. As it has been done before at the west Deviation saddle, I told them that all we need is Solvent Cleaning, Wire brushing, and painting with 2 coats of Zinc Rich Primer per Section 75-1.05 "Galvanizing" of the Standard Specifications. Andy asked me to mark up the locations that need to be addressed so he can get the work underway before the end of the week. It was also agreed upon that due to the widespread damage to the tops of the divider plates, there is no need to mark them up the limit and extent of this work is glaringly obvious. We were back down on the deck at 1bout 9:45, as of which time, painting of the sockets at the North Side Span had started with Bill and Sage completing the painting of the sockets at PP 12.

Right before the morning break, I spoke with Tony and Mike of CCC in the presence of Jim, that John, their QC should be the one identifying the paint damaged locations and not I or Jim. I will be checking right behind him, I added, to do my quality assurance. Since Tony has been used to have Caltrans inspectors conducting both QC and QA duties, he argued the merit of my argument. At the end of our conversation, I did not know if he had indeed agreed with me or not. Moreover, I asked him to call him and have him inspect the freshly painted sockets for blemishes and hand it over to us once done (like a normally run QC/QA run jobs.) The response was that they do not know his location at this time! I called Andy Castaldi in regards to my conversation with Tony and informing him that I am waiting for CCC's QC to check out the Tower Saddle and identify the problem areas before I conduct my QA. He agreed.

At 10:30, Bill P. and Sage resumed the painting of the sockets located on the South Side Span with PP 16. The conditions were as follows:

AmbientR.H.%Dew PointWet BulbSteel T.



Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Soheilifard, Saman

Diary #: 095

Date: 26-Jun-2012 Tuesday

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At the outset when the work began this morning, Beto, Rick, Bill, and Sage were all on the bridge deck, but following the break, Beto and Rick have been sent off to a different location.

By noon time, painting was complete and John, the QC, finished inspecting the sockets. He would leave a red type on spots that needed repair. Jim & I did our inspection and came up with just a few more locations; albeit, nowhere near as many as we used to find.

At about 13:15, I went to the warehouse at Pier 7 to find a steel plate on which we could apply the coating system. I found a 1 ft x 2 ft plate which I took back to the field and handed it over to Jim, who is going to have it painted. This will be the plate that Warren will use to test the precision of his micro probe.

It was news to me when I heard from Mike Gaya (at about 14:00) that he has sent Javier and Beto to the Tower Saddle to clean up the troughs for the eventual painting of the damaged areas. I thought that he was just vacuuming the place of the debris and trash that has been collected up there. However, it was disconcerting to me when I found out late in the day (at about 14:45) from Francisco that they have actually Solvent Wiped the divider plates as well. It was a miscommunication between Mike Gaya and I that resulted in lack of inspection on the solvent wiping. Tomorrow, they plan on wire-brushing and painting the damaged galvanizing on the divider plates.

At about 14:00, Bill and Sage began the application of the 1st Intermediate Noxyde to the sockets at PPs 64, 68, 72, 76, and 80. The re-coat window on the PEGALINK primer is 2 hours when the ambient temperature is at 24C/75F. The application of the Pegalink was done at 9:45 and at 10:30 the ambient was measured to be 75.7F. The wet film thickness was measured to be 12 to 14 mils. Consequently, all sockets for the Phase III of Load transfer on the North Spans have all been painted with the 1st coat of Noxyde.

Following my return to the office, I continued with my documentation of the events, downloading of photos, reading the METS' reports...

04-0120F4 Bid Item: 067 C-PWS-076.067 Install & Adjust PWS 76-80

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-086.067 Install & Adjust PWS 86-90

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-091.067 Install & Adjust PWS 91-95

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-096.067 Install & Adjust PWS 96-100

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-101.067 Install & Adjust PWS 101-105

AMERICAN BRIDGE/FLUOR, A JV



Daily Diary Report by Bid Item

Job Name: 04-0120F4 **Inspector Name** Soheilifard, Saman **Diary #:** 095 **Date:** 26-Jun-2012 **Tuesday**

04-0120F4 **Bid Item:** 067 **C-PWS-006.067** **Install & Adjust PWS 6-10**
AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 **Bid Item:** 067 **C-PWS-106.067** **Install & Adjust PWS 106-110**
AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 **Bid Item:** 067 **C-PWS-116.067** **Install & Adjust PWS 116-120**
AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 **Bid Item:** 081 **0-000-000.081** **CLEAN AND PAINT CABLE SYSTEM**
CERTIFIED COATINGS COMPANY

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: CERTIFIED COATINGS COMPANY								
Painter	JNM	Javier acala	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Painter	JNM	sage Ray	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Painter	JNM	Rick Salcido	3.00	0.00	0.00	3.00		<input type="checkbox"/>
Painter	JNM	Bill Padderatz	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Painter	APP	Beto Narrajo	4.00	0.00	0.00	4.00		<input type="checkbox"/>

04-0120F4 **Bid Item:** 081 **0-000-000.081** **CLEAN AND PAINT CABLE SYSTEM**
AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
			0.00	0.00	0.00	0.00		<input type="checkbox"/>
Painter	FOR	Mike Gaya	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Painter	JNM	Brandon Gaya	0.00	0.00	0.00	0.00		<input type="checkbox"/>